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COUNTRY	USSR	REPORT	
TOPIC	Magadan Airfield		25X1
EVALUATION	PLACE OBTAINED		25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED 21 September 1954	
REFERENCES			25X1
PAGES	2	ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto, with legend	
REMARKS	This is UNEVALUATED Information		25X1
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1. On 25 June 1953, an airfield was observed which was located north of Magadan (5936 N/15047 E), about 500 meters north of the Arman (5940 N/15008 E) -OLA (5935 N/15117 E) road and about 500 meters east of a northward street from Magadan toward the Indigirka Oblast. The airfield was located about 2,500 meters southeast of an about 150 meter long bridge of the afore mentioned road over a river from east to southwest.¹

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The field had a north-south extension of about 1,5 km and an east-west extension of about 3.5 km. The surrounding area was flat and consisted of a strip of woods of young trees of about 2 meters in height, which was about 500 meters wide in the west and south and about 1,000 meters wide in the north and east. Obstacles for flying were 4 radio masts and buildings east of the taxiway. Two branch roads led to the airfield from the Arman-Ola road. The airfield was a military installation which, according to statements by Soviet inmates of penal camps, was also used by MVD transport aircraft of the Daldstroi Oblast. The airfield has been in existence since 1948. Since then, runways have been enlarged, taxiways constructed, quarters established and the beacon lights completed. The two concrete runways available ran parallel from east to west, 400 meters apart. They were 2 to 25. km long and about 40 meters wide. The lanes were partly damaged, presumably by the frost. From a taxiway around the landing field, roads branched off to the ends of the runways. In the North and south, the taxiway was 40 meters wide and the other taxiway sections 20 to 30 meters wide.

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Aircraft were parked along the northern boundary of the taxiway, between the northern boundary of the field and the north section of the taxiway. No sentries were noticed. From the taxiway, two roads ran toward the north through the woods. No parking areas were observed there. Two hangars, of which the easternmost seemed partially to serve as a workshop, were established along the northern border of the taxiway. The hangars were brick structures, about 200 meters long and 30 meters wide. Four three-story brick buildings

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which, according to inmates of a penal camp, quartered an air force battalion, were located in the woods east of the taxiway. Four steel masts, each about 20 meters high and placed in a quadrangle about 40 to 50 meters apart were erected at the eastern border of the taxiway. A mast with a wind cone was located on the flat roof of a two-story building, about 20 x 10 meters in size, north of the radio masts. A fuel dump which apparently contained 5 containers, each about 12 meters high and of 12 to 15 meters in diameter was located immediately north of the northeastern corner of the taxiway. They were painted with a grayish-green camouflage paint. A road led from the dump to the northern section of the taxiway. The airfield was surrounded by a wire fence of about 2.5 meters. Watch towers with searchlights were erected at the approach roads. At night, red obstacle lights were seen on the radio masts and the three-story buildings.

2. During one hour in the afternoon of 25 June 1953, 9 or 10 aircraft took off, and three aircraft landed, at the airfield. Three different type aircraft were noticed:
 - a. Twin-engine piston-engine aircraft with radial engines, referred to by other PWs as a Martin B-26;
 - b. twin-engine piston-engine aircraft with radial engines, low wing monoplanes which were designated DC 3 and from which about 25 persons descended;
 - c. twin-engine piston-engine aircraft with radial engines, low-wing monoplanes with nose wheels and cabin windows.

No turbo-jet aircraft were observed.

3. Between 26 June and early July 1953, almost exclusively day and night flying by transport aircraft, which were presumably connected with the afore mentioned airfield was observed from the Magadan penal camp. During the same period, turbo-jet aircraft were definitely seen four times as they took off or landed at the field. On one occasion, there were 6 aircraft which landed or took off at a time and, in three cases, there were 3 aircraft. They were aloft for about 30 to 40 minutes. No noise of jet aircraft was heard during the nights. The jet aircraft had swept-back wings, were mid-wing monoplanes with large rudder assembly and high-placed elevator assembly. 3

1. Comment. The location of Magadan I airfield corresponds to that inferred from available records.

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3. Comment. The aircraft designated DC-3 are believed to be Li-2s and those with nose wheels Il-12s. The jet aircraft were identified as MiG-15s. The airfield is occupied by a Soviet transport unit and, in addition, serves as civilian airfield.

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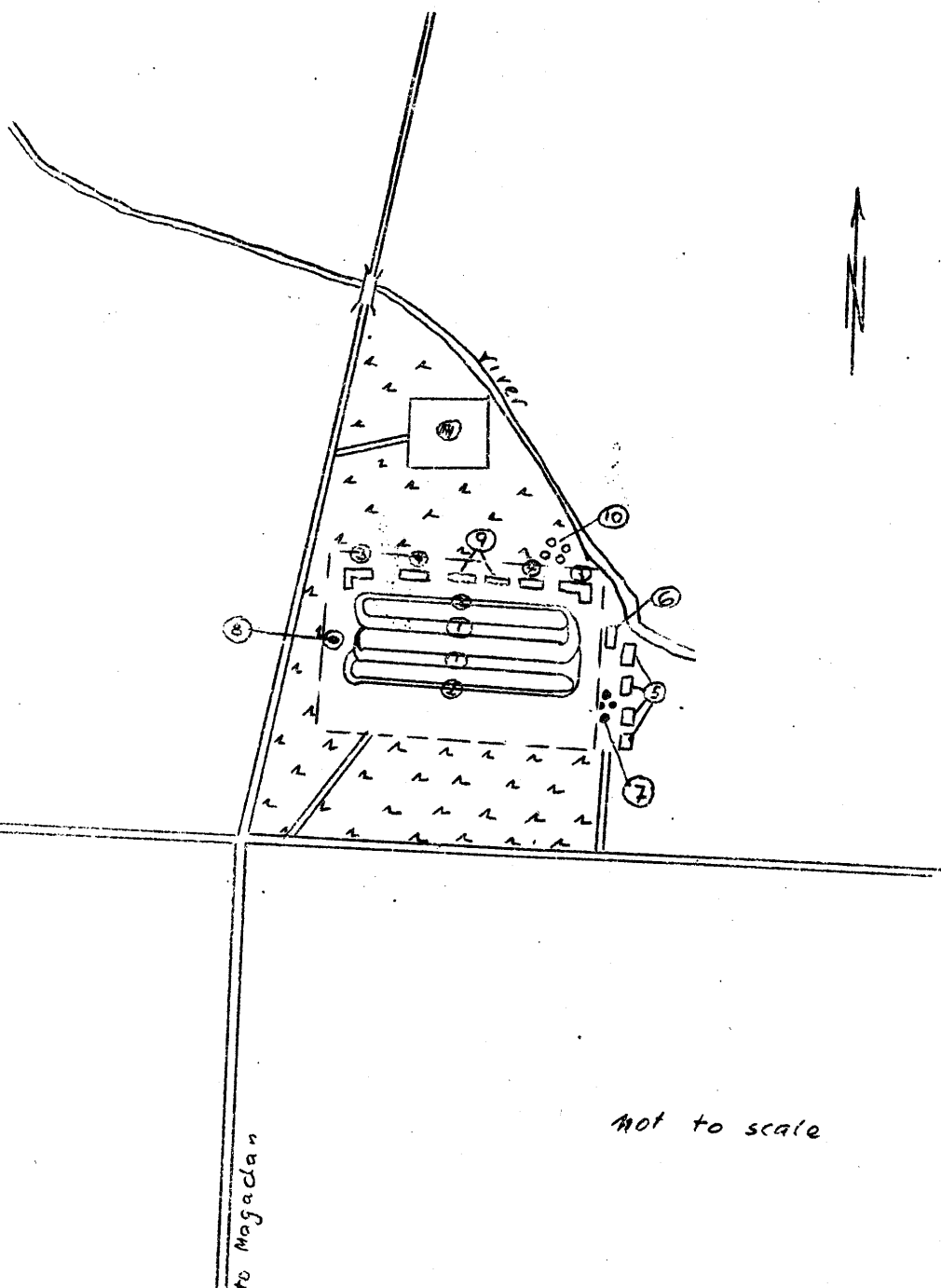
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Annex

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For legend, see next page

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Legend.

- 1 Runways
- 2 Taxiways
- 3 Hangars
- 4 Workshop
- 5 Kasernes
- 6 Meteorological station
- 7 Antenna station
- 8 Direction finder station
- 9 Parking areas
- 10 Fuel dump
- 11 Transient camp

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